

OXC-4612-63
Copy 5 of 5

23 February 1963

MEMORANDUM FOR THE RECORD

SUBJECT: OXCART Flight Test Summary Highlights

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1. In reference to Memorandum For The Record, Subject, Preliminary Report - OXCART Flight Test Summary Highlights, 21 February 1963 (Document reference: OXC-4611-63 dated 22 February 1963), which reported summaries of two flights on Aircraft #124 made on 21 February, an additional flight was made that same day in Aircraft #123, details of which follow: Aircraft #123 made flight #44, 21 February, for two hours and twelve minutes, with an Agency pilot in the cockpit. The purpose of the flight was to test the Eastman-Kodak camera [redacted] being flown for the first time. The camera [redacted] appeared to function normally during three scheduled flight-lines over special ground targets. Just before the final scheduled target run, an indicator light came on in the cockpit signifying a malfunction in the camera system. The Eastman-Kodak flight test people are in the process of analyzing the results of the test.

2. Aircraft #123 made flight #45, 22 February, for twenty-seven minutes. The aircraft was flown by a Lockheed pilot and the purpose of the flight was to test the inertial navigation system. Due to a left generator malfunction, the inertial navigation system failed to operate. Prior to the malfunction the inertial navigation system worked properly. Prior to landing the pilot dumped approximately twenty thousand pounds of fuel. The drag-chute blossomed during the landing-roll, but failed to jettison on command.

3. Aircraft #124 (trainer aircraft) made flight #30, 22 February, for one hour and twenty-five minutes. This was a training flight for an Agency instructor-pilot and an Agency pilot, both wearing full-pressure suits. Pilot comments on the Baird viewfinder are increasingly more favorable with each flight. Both pilots affirmed previous comments made by other pilots that reflections on the inside of the canopy and windscreen are bothersome. The drag-chute failed to deploy after doors opened upon actuation, but finally blossomed at about the eight-thousand foot mark.

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